

## Appendix C

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THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 116-2000

A BY-LAW TO PROVIDE FOR THE ADOPTION  
OF AMENDMENT 149 TO THE OFFICIAL PLAN  
FOR THE NIAGARA PLANNING AREA  
TO REVISE THE BICYCLING POLICIES

WHEREAS it is deemed expedient to further amend the Official Plan heretofore adopted by Regional Council for the Niagara Planning Area,

THEREFORE the Council of the Regional Municipality of Niagara enacts as follows:

1. That the attached text and map be approved as Amendment 149 to the Official Plan for the Niagara Planning Area.
2. That the Regional Clerk is hereby authorized and directed to give notice of Council's adoption in accordance with Section 17(23) of the Planning Act.
3. That this By-law shall come into force and take effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA



Debbie M. Zimmerman, Regional Chair



Thomas R. Hollick, Regional Clerk

Passed: November 2, 2000

**AMENDMENT 149 TO THE  
OFFICIAL PLAN FOR THE  
NIAGARA PLANNING AREA**

The Official Plan for the Niagara Planning Area is amended as follows:

**Part 1**

**Delete existing Policy 9.A.19 as follows:**

"The increasing use of bicycles for recreation and transportation should be recognized and it shall be the policy to encourage the development of bicycle paths and similar facilities for this purpose. In most circumstances, it would be neither practical nor desirable to attempt to establish specific bicycle paths on the traveled portions of Regional roads. Nevertheless, the Region will permit the signing of individual sections of Regional roads as bicycle routes where they would form a necessary link in an overall bicycle path system."

**Part 2**

**Add the following text and map entitled Regional Niagara Bicycling Network:**

**9.F Bicycling**

Regional Niagara has shown a substantial commitment to, and support of, bicycling. Particular initiatives have included:

- Preparation and adoption of the Regional Niagara Bicycling Study (1995), including the identification of a Regional Niagara Bicycling Network.
- Formation of a Regional Niagara Bicycling Committee with separate Task Forces focused on Encouragement, Engineering, Education, Enforcement, and Policy Development.
- Creation of about 90 kilometres of bicycling facilities between 1995 and 1999, with about 24 kilometres being completed in 1999 alone.
- Promotion of Niagara as a tourism destination for bicycling.
- Recognition of bicycling activity as part of a healthy lifestyle.

Since bicycling is a legitimate means of transportation and its associated facilities are related to the physical environment, the following objectives and policies are added to the Regional Policy Plan to reflect the community's aspirations and priorities.

Objectives for Bicycling

- Objective 9.F.1 To encourage bicycling and work towards a safe, bicycle-friendly environment in Niagara to enhance the overall quality of life.
- Objective 9.F.2 To promote safety through bicycling education and enforcement initiatives
- Objective 9.F.3 To recognize and support bicycling as a legitimate and an environmentally sustainable form of transportation for utilitarian and recreational purposes.
- Objective 9.F.4 To promote bicycling as part of Niagara's tourism experience in partnership with the Niagara Economic and Tourism Corporation, the private sector and other agencies
- Objective 9.F.5 To develop and support a Regional Niagara Bicycling Network (Bicycling Network) and related infrastructure that is planned, designed, constructed, and maintained according to recognized standards and/or guidelines
- Objective 9.F.6 To consider and incorporate bicycling in the Region's land use and transportation planning activities.
- Objective 9.F.7 To encourage and assist local municipalities to adopt and support bicycle-friendly initiatives where appropriate and to develop bicycle facilities which connect with the Bicycling Network.
- Objective 9.F.8 To encourage and help ensure the integration of other bicycling facilities with the Bicycling Network such as the Waterfront Trail, the Welland Canals Parkway Multi-Use Trail, the Trans-Canada link Trail and other networks outside of Niagara.
- Objective 9.F.9 To maximize the annual improvements for bicycling with the aim of completing major continuous segments of the Bicycling Network in as timely a manner as possible.

## Policies

The Regional Municipality of Niagara will:

- Policy 9.F.1 Continue to maintain, support and encourage the activities of the Regional Niagara Bicycling Committee as an advisory sub-committee of the Public Works and Utilities Committee; with membership consisting of political, public, appropriate agencies and Regional staff representation; and, to undertake the tasks related to the above objectives.
- Policy 9.F.2 Ensure implementation of the overall Bicycling Network shown on the map titled "Regional Niagara Bicycling Network" where it follows Regional Roads, and facilitate the implementation elsewhere, with continuous and safe linkages through the Capital Works and related programs, other agencies and partnerships (e.g. Welland Canals Parkway Multi-Use Trail, Niagara Parks Commission, Ministry of Transportation, Railways, Transport Canada and other jurisdictions).
- Policy 9.F.3 Where the Regional Niagara Bicycling Network is proposed on a local municipal road, the Regional Municipality will be responsible for funding of the bicycling facility, subject to Regional Council approval. If these funds are not available, the local municipality may proceed with capital works without the bicycling facility.
- Policy 9.F.4 Provide the Regional Niagara Bicycling Committee with the approved annual Regional roads rehabilitation and construction program as well as the capital works program for sewer and water works to examine and to provide recommendations on bicycling-related works subject to overall considerations (e.g. budgetary, stakeholder, property) identified by the Regional Public Works and Utilities Committee.
- Policy 9.F.5 Adopt provincially and/or nationally recognized engineering standards as guidelines to assist in the planning and design of bicycle facilities on the Bicycling Network. Prior to the design and construction of a bikeway or facility, safety and operational matters will be considered as well as the cultural, scenic and other environmental attributes through which the designated routes pass. Outside urban areas, off the Bicycling Network, an attempt will be made to continue the current practice of providing an extra 0.5 metres of paved shoulder along Regional roads where possible.
- Policy 9.F.6 Request that local municipalities and other agencies plan and develop bicycle routes and facilities, and that these organizations and utility companies consider provisions for the safe and convenient use of bicycles in their planning documents and in their proposed capital works.

Policy 9.F.7

Support and assist in the protection of abandoned rail and other linear corridors for off-road trails; recommend that the local municipalities consider the various means to protect and/or acquire such corridors; and, request that local zoning by-laws contain minimum provisions for safe and secure bicycle parking in high activity areas and at public buildings.

Policy 9.F.8

Recognize that bicycling routes located on private property will only remain open with the approval of the property owner."

# Regional Niagara Bicycling Network

Existing & Proposed

